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**INFORMATION REPORT**

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COUNTRY Poland

SUBJECT Developments in Szczecin Harbor and Along the Oder River

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Szczecin Harbor

2. "In 1953 enlargement of the Szczecin shipyard continued. The shipyard, located on the left bank of the Oder River, opposite the outlet of the Grabowski canal, is taking over the so-called 'Oder Quay', located south of the shipyard, and the area where up to the present the manufacture of prefabricated concrete parts has been operated. Inside the shipyard itself a completely new workshall (No. 1 on sketch, Enclosure (A)) is already completed. On the quay four drydocks (Pochylnia) (No. 2 on the sketch) are already in operation. Seven more graving docks (No. 3 on the sketch) were to be constructed during 1953 and 1954 on the terrain of the former prefabricated cement factory.
3. "All of these dry docks are 50 to 60 meters long. They are equipped with ultra-modern cranes, with a loading capacity of five to ten tons.
4. "The old floating dock, 22 meters long, and a new one, 60 meters long, finished 1953, are both in operation. The new dock is opposite the northern part of the shipyard. The floating dock has been left in its old place, opposite the southern part of the shipyard. (Nos. 4 and 5 on the sketch.)

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5. "A new department has been added to the shipyard, a department for the interior equipment of vessels (No. 6 on the sketch). It is located in the southern part of the shipyard.
6. "Other large departments of the shipyard are the section for the construction of cutters (No. 7 on the sketch); a carpenter's section (No. 8 on the sketch); a mechanical section (No. 9 on the sketch) and a general mechanical hall installed in a huge building that has been rebuilt since World War II. This building (No. 10 on the sketch) is situated right in the center of the whole shipyard area. It is connected by a spur to the railway net. Close to this building are located the offices and storehouses (No. 11 on the sketch).

Attached to this report as an enclosure is a sketch map of the Szczecin Dockyard, drawn to a scale of 1:6250.

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7. "In line with the reorganization of the shipyard, all repairs of smaller units are now undertaken in the Gryf shipyard located on the island opposite the main Szczecin shipyard.
8. "Among other large investments in Szczecin harbor is the reconstruction of a pre-World War II bridge connecting the mainland with Łasztownia Island. Before World War II this island was linked to Szczecin by two bridges, the Baum Bridge and the Hansa Bridge. Both bridges were blown up by retreating German army units in 1945. Until 1953, they had not been rebuilt. Only a provisional pioneer-type bridge has been in operation. The former Hansa Bridge is now under reconstruction.

#### Outer Navigation

9. "On the Oder River a new sluice is under construction near Brzeg, south of Wrocław.
10. "In travelling between Szczecin and Kozle on the Oder, one sees two recently reconstructed bridges over the Oder, one in Brzeg itself and the second in Nikolin. This Nikolin bridge is really a secondary highway connecting Stary Papielow, on the right side of the river, with Korogoszcz, on the left. According to hearsay, this Nikolin bridge has made a rather important north-south military highway link. For the moment there are no other indications why the bridge, damaged during World War II, should have been reconstructed; the area is economically unimportant.
11. "Farther south, in Kozle harbor, new investments were undertaken in early 1953. In the western harbor basin a new third crane was constructed. In the center basin a new four-story corn elevator was under construction. It was stated that the eastern basin, which has served as an auxiliary port for barges during the winter period, will be used for loading and unloading operations in late 1953. Preparatory works for this change were under way in July.
12. "The auxiliary night stop points on the Oder all along the segment between the East German and Polish frontiers have been put back into operation. The stoppage directive was lifted in spring 1953, when convoys of barges were allowed to move day and night. At the end of July 53 the formal restriction was once more put into effect. Now, convoys can only stop at prescribed points all along the river. WOP posts are set up at these points. They are lighted the whole night by searchlights. They are established at a distance of 15 to 20 miles from one another.

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13. "These required stops means a much longer period of time is required to cover the whole route between Szczecin and Silesia. Consequently, the premiums formerly paid to barge crew members have been abolished. An average crew member now receives around 600 zlotys monthly from which deductions are made, not only for obligatory insurance and taxes but also for compulsory uniforms.

- Szczecin Construction  
14. "In Szczecin some new dwellings have been constructed along the Aleja Wojska Polskiego, Dworcowa Street and Jasne Blonia Place. The railway station, already partly rebuilt after World War II, has been further enlarged."

- end -

ENCLOSURE (A): Sketch of Szczecin Dockyard with Legend

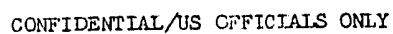


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drawn in Dockyard. Scale 1:6250



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ENCLOSURE (A)  
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LEGEND

1. New works-hall
2. Four dry docks.
3. Construction site for seven graving docks.
4. New floating dock.
5. Old floating dock
6. Department for interior equipment of vessels
7. Construction of Gutters
8. Carpenters' section
9. Mechanical Section
10. General Mechanical hall
11. "Offices and storehouses."

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